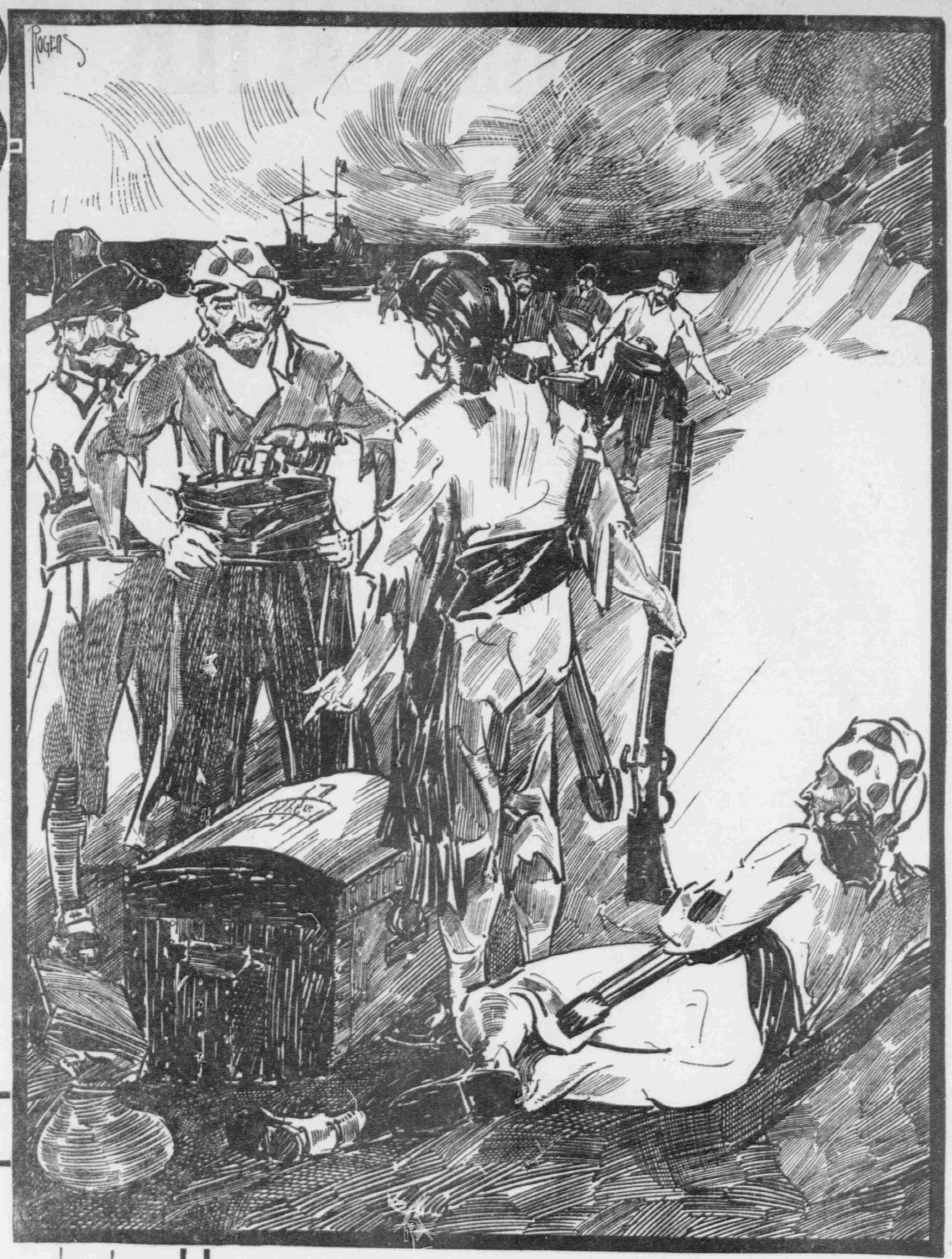
PIRATES OF THE WORLD ONCE MADE THEIR HEADQUARTERS IN STRICKEN KINGSTON.

Red Ralph the Rover, One of the Early Buccaneers Who Haunted Isle of Jamaica Cursed Site of Kingston and Prophesied Its Destruction Just Before He Was Hanged In Chains by Morgan the Welsh Picaroon. Among the Wordes of Swashbuckling Highwaymen of the Seas, None was More Terrible Than Blackbeard, Whose Favorite Game Was "Going to Hell"—He Was Slain In Hampton Roads.



Ships are but boards, sailors but men: there be land-rats and water rats, water thieves and land-thieves, I mean pirates.
—SHAKESPEARE, Merchant of Venice.

WAS the prophecy of Red Ralph the Rover fulfilled when Kingston was stricken by the recent earthquake?

Has the condemned pirate's curse at last settled upon the city?

Red Ralph was one of the old-time bloodthirsty buccaneers whose headquarters in the latter part of the sevanteenth century was in Jamaica, on the site of what is now Kingston, and at Port Royal.

Pirates from all over the world gathered there to lay their plans and start out upon the nefarious business of privateering.

Sir Henry Morgan, the famous Welsh picaroon, who long terrorized the Spanish main, after he had been knighted and made lieutenant governor of Jamaica, captured Red Ralph at Port Royal, took him to the spot now occupied by the ruins of Kingston, and hanged him in chains on the bluff overlooking the harbor.

While ascending the impromptu gibbet, Red Ralph cursed Morgan, Jamaica, and the spot where he was to be executed, as only a pirate can, and after praying to the devil to take Morgan and his band of cutthroats, with raised hand, prophesied that the place should have eight disasters and finally sink into the sea.

Recent dispatches from Jamaica asserted that Kingston slowly was sinking into the sea.

In fire and in earthquake the land about Kingston and Port Royal has suffered eight serious disasters. Kingston practically has been destroyed eight times.

Rise of Kingston.

After Port Royal, the Capital City, was sunk in the sea by the great earthquake of 1692, carrying most of the desperate buccaneers with it, Kingston was made the seat of importance.

Although the times of the pirates' exploits are ancient history, the tall palms, offshoots of those under which Morgan's men romped, are still alive, as are the memories of the old days. The ruins of the buccaneers' forts are still to be seen on the hills back of the city, and the islands records, yellow with age, yet tell the wondrous tale of the parish priest—how the earth yawned and closed again on the pirates, whose grizzly heads afterward protruded from the ground.

You are still shown the home of Nelson, where Rodney danced with the Creole girls, and where the Kingston belle, on being asked to dance with the Prince of Wales, said: "Thank you, Mr. Wales."

When Christopher Columbus took posesssion of the Island of Jamaica, in 1494, he named it Santiago, yet it always has been known by its Indian name of Xaymaca, of which Jamaica is the modern spelling and pronunciation.

Here it was that Columbus was besieged by the natives for a year, all the time ill and in fear of a mutiny.

Jamaica remained a Spanish possession for more than a century and a half. The English expelled the Spanish in 1655. There was guerrilla warfare for several years afterward, when British rule was permanently established.

Start of Privateering.

It was the quarrels of the assembly which gave rise to most lawless privatering. The governor tired of the bickering, amused himself by granting letters of marque to the pirates, which already were swarming on the Spanish main. These were to "annoy" the fleets of Spain. Jamaica soon became the setting of the bloody melodrama to the buccaneers.

Francis L'Ollonais was the first of the diabolically cruel pirates known. He was a native of France—from Les Sables d'Ollone. In his youth he had been sent to the Caribbee Islands as a slave. Escaping, he joined an English privateer as a common seaman, making five voyages. Leaving the ship at Port Royal he attracted the attention of the governor, who fitted out a vessel for him to cruise as one of the "annoyers" of Spain. After leaving port, however, L'Ollonais became a general, all-around pirate. Never were more atrocious cruelties enacted than at his command. He was the terror of the entire Spanish Main. After attacking many towns along the coast, burning, sacking, and pillaging, he and his band divided their "pieces of eight" and the rest of the booty and spent it for wine and dice on the island of Tortuga.

L'Ollonais' Diabolism.

L'Ollonais invaded Gibraltar and Maracaibo, and took many prisoners. He sometimes made the captured eat the hearts of their leaders. He was a genius for inventing new and horrible forms of torture to find the hiding place of loot.

He harried the Spaniards as probably no pirate ever did again.

The Indians of Darien finally surprised him at Cartagena, took him prisoner and tore him in pieces.

In those days pirates were called after the part of the world from which they hailed, much as criminals of today dub each other in such nicknames as "Chicago Red," or "Toronto Bill."

Bartholomew Portugues, or Bartholomew of Portgual, was another buccaneer of note. Much of his privateering was done about Cuba and Campeche. He became rich and powerful, but was soon overshadowed by Roc Brasiliano, or Roc of Brazil, a Hollander whose hatred for the Spanish needed no stimulus like a letter of marque. To the Spaniards he was always implacably cruel and harrassed them nearly as much as L'Ollonais had done. He took many valuable prizes from the galleons, and had the respect of his men for his deeds of real valor and his equal dividing of the spoils.

Lewis Scott was one of the first pirates to land a force on Spanish soil and attack the "land lubbers."

The "Reporter Pirate."

John Equemeling, the "Reporter Pirate," commonly supposed to be a Hollander, turned picaroon and wrote a history of the buccaneers among whom he was active round about Port Royal and the present city of Kingston. For a time he was one of Morgan's right hand men.

Mansvelt took the island of St. Catherine and tried to hold it under colonial protection as a pirate rendezvous. He extorted fabulous ransoms.

John Davis, of whom the history of Jamaica tells much, pillaged Nicaragua, and St. Augustine, retiring with rich booty.

Morgan, the Buccaneer.

But the most famous of all buccaneers was Morgan, the son of a poor Welsh farmer.

Although perpetrating in his long career many atrocities and barbarities, when on land he was "as mild a mannered man as ever cut a throat or scuttled a ship." He never sailed without a commission from the authorities, but once on the high seas he was a veritable demon of the deep. His chief "hangout" was at Port Royal.

Morgan did a thriving trade in seizing merchantmen.

In 1870 Morgan attacked Panama, which then possessed great wealth. He had an army of 1,200 seasoned fighting men and a strong fleet of fifteen vessels. His loot from the little town of Panama, which was easily captured, amounted to 175 mule loads of gold and silver, of which sum Morgan's share was $125,000. His men mutinied, for the first time and Morgan disappeared.

Many are the stories told of Morgan the Buccaneer, and the cruelties he inflicted upon the people of South America to make them tell where they had hidden their valuables.

Knighted and Made Ruler.

It is amusing to read that Sir Thomas Modditord was ordered back to England, practically under arrest, to answer for the offense of having exceeded his authority in commissioning Morgan, when this same pirate was knighted as a mark of King Charles II's appreciation of the exploit at Panama. Six years afterward, "Sir Henry" Morgan, "the wealthy planter, the foe of pirates and the friend of law and order," was appointed lieutenant governor of Jamaica.

"Sir Henry" turned upon his old comrades, and the streets of Port Royal ran red with their blood. At last the scandal became so great that the King removed Morgan from office, ordering his arrest. Morgan flew into a rage, and, killing the messengers, gathered some of his followers together and captured the ship. Amid shots from the fort he set sail, resuming his trade and becoming more cruel than ever, but less brazen. He again descended on Panama, and this time practically destroyed the town. Shortly after he died of a fever. Some historians say he perished in an English prison.

When Lord Vaughan succeeded Morgan in this office, there was a sudden end to widespread piracy. There were frequent hangings, and the sight of their fellows dangling from gibbet arms rather cooled the desire of the picaroons for privateering so boldly.

Raveneau de Lussan, of France, was known as a high-minded pirate of the days following Morgan's. Of him little is known.

The Terrible Blackbeard.

But the great Blackbeard, or Thatch, who came after, was a most terrible fellow in appearance as well as action, and has formed the model for the typical stage and story-book pirate. We are told that he wore a very long, heavy black beard, which he separated into "tails," tying each with a colored ribobn, and tucking them behind his ears. Across his hairy breast he carried a sort of sling, wherein hung not less than three pairs of pistols in leathern holsters, with a cutlass and a knife or two. Huge earrings dangled from his misshapen ears.

When talking with his men, Blackbeard used to cock a brace of pistols and lay them on the table. His favorite game was "Going to Hell," in which he would cause all the hatches to be closed on himself and his men and then he would have brimstone lighted. When most of his men were coughing, gasping, and imploring him to open the hatches, he would laugh and say that he would as soon breathe hell fire as air. He would not even have sneezed by the time his followers were half dead.

Cruised to Virginia.

Blackbeard used to cruise as far as the coast of South Carolina and Virginia. He seized many ships, and after routing "landlubbers," would select the best-looking women to be his slaves, dividing the others among his crew. At one time he had 200 women slaves, the majority of whom committed suicide Even the name of Blackbeard caused panic aboard merchantmen.

But it took the Virginians to put an end to Blackbeard.

Governor Spotswood fitted out two sloops, one under Captain Brand, the other under Captain Maynard. They engaged Blackbeard's boat in Ocracoke inlet. Nothing daunted, Blackbeard and twenty of his men launched a rowboat and sprang up the side of Captain Maynard's vessel. For hours they fought, until the decks were slippery with gore.

This was one of fiercest hand-to-hand combats in naval history. Blackbeard cut his way through to get at Captain Maynard, but here he met his match, for the captain was a practised swordsman.

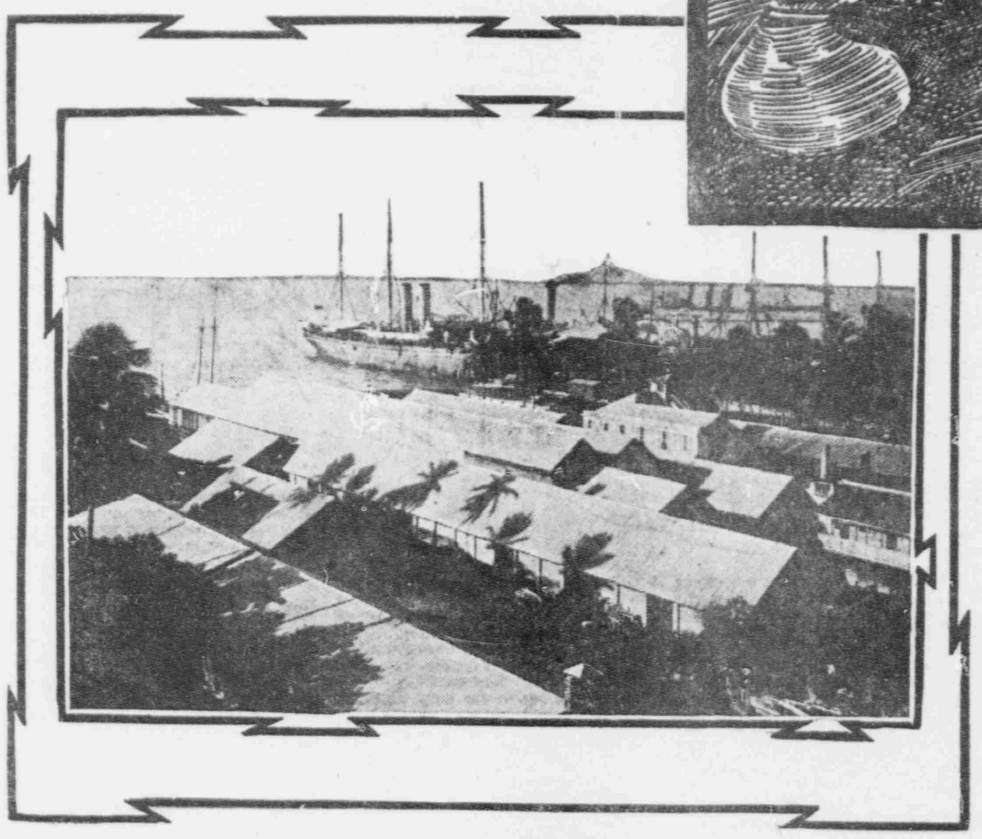
Death of the Sea-Wolf.

Finding he was being bested, Blackbeard had drawn his pistol to shoot Maynard, when the latter, seeing his advantage, thrust the pirate chief through the throat with his sword.

That finished Blackbeard's career.

Nowadays, when one speaks of pirates, his hearers instinctively think of the famous Captain Kidd. But Kidd was not a typical pirate, although he loved loot and was a "picaroon of the buried treasure."

As a matter of fact, he had little or nothing to do with Jamaica, the rendezvous of the real swashbuckling buccaneers—the island cursed by Red Ralph as he went to his doom.



VIEW OF KINGSTON HARBOR,
Once the Rendezvous of the World's Bloodthirsty Pirates.

EARLY PICAROONS DIVIDING LOOT AT KINGSTON

Arts and Crafts Anniversary Movement

CELEBRATING the tenth anniversary of the inauguration of the arts and crafts movement in this country, an important exhibition is shortly to be held in Boston. Throughout the United States, as nearly everybody has come to know, there have sprung up in the past decade handicraft societies, with aims and practices derived, as a rule, from a similar re-awakening of interest in hand work that has taken place in Great Britain and other countries of the old world.

What the average busy man knows about this movement is, probably, that it somehow is connected with the teachings and preachings of John Ruskin, who wrote eloquently about Turner's "Slave Ship," and of William Morris, poet and craftsman, who discovered new ways of utilizing old principles of printing, and who invented the familiar chair that goes by his name. He knows that in some interesting way honorable occupations which used to be practiced in this country in colonial and post-Revolutionary days, but which had become all but forgotten in an age of machinery, are now being revived.

Particularly in the rural districts the name of "arts and crafts" has been frequently heard. Spinning wheels, looms, and flax frames have been withdrawn from dusty garrets. Indigo pots that for half a century had lain in kitchen closets have been stirred to simmering activity on country cookstoves, the ultimate purpose being to produce blue-and-white draperies of drawn rugs to sell to urban collectors. Village blacksmiths whose time-honored occupation of shoeing horses and mending carriage tires beneath the spreading chestnut tree has lately been threatened by the automobile have sometimes begun to find opportunity for agreeable and reasonably profitable employment in the current demand for artistic ironwork. Even the gentle art of whittling, often practiced in the country by elderly gentlemen whose working days are past, has assumed new consequence, for there are instances of worthy deacons who find a ready sale for paper knives or salad spoons neatly carved from well-seasoned applewood.

This revival of rural industries is an interesting phase of the handicraft movement. Along with it—and more important, perhaps, in an economic sense—is the existence in our cities of a considerable body of craftsmen who work in co-operation with architects, painters, and sculptors. Men engaged in the practice of the fine arts have long complained that there are now, because of the disappearance of the apprentice system, very few good workmen competent to assist the artist in the execution of his designs. Many eminent American artists have interested themselves in encouraging the work of craftsmen who, however they make their start as amateurs, are likely eventually to become well trained professionals, capable of executing in metal, wood, textiles, or other materials, the beautiful details and accessories for which the plans of our better architects call and for which American wealth stands ready to pay. Many former pupils of American and European art schools, failing to be placed in the precarious professions of painting or sculpture, discover that a demand exists for hand work which the architect may use in preference to the more mechanical and less attractive machine-made products with which he must otherwise satisfy his clients.

Hence there have grown up potteries in charge of individual artists who attend personally, without permitting excessive subdivision of labor, to the details of making objects suitable for interior or for garden decoration; framemakers whose pictures and mirror fremes represent the trained artist's appreciation of design and adaptation; textile workers who find employment in such departments of art as interior decoration of ecclesiastical embroidery; craftsmen in iron, copper, silver and other metals, and printers practicing the art preservative with something of the feeling for lucid and elegant arrangement that characterized the Italian and French artists in typography of the centuries of the Renaissance.

Sociologists, also, and other people with long titles and high missions, believing it to be essential to encourage forms of industry which allow the maker of objects that are intended to be beautiful as well as useful to labor under the most favorable possible conditions, have assisted, and are assisting, the cause of handicraft in this country by writing about it and talking about it, and often by purchasing for their own use articles made by craftsmen. So that, without in reality entering into competition with the work of the machine, which has become a necessary part of civilized existence, and which will always continue to do the coarser and more ordinary things of life, the believers in the value of the hand-made have already gained a modest following and a proper place for the things which they produce—as was lately shown in a special bulletin of the Department of Commerce and Labor.